



**San Bernardino Associated Governments**  
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•San Bernardino County Transportation Commission •San Bernardino County Transportation Authority  
•San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies

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## **San Bernardino Associated Governments SANBAG**

### **AGENDA**

#### **Mountain/Desert Committee Measure I Committee**

**April 16, 2004  
9:00 a.m.**

**Town of Apple Valley  
14955 Dale Evans Parkway  
Apple Valley, CA**

#### ***Mountain/Desert Committee Membership***

**Chair**

*Jim Bagley  
City of Twentynine Palms*

**Vice Chair**

*Bill Postmus  
Board of Supervisors*

*Mike Rothschild  
City of Victorville*

*Paul Cook  
Town of Yucca Valley*

*James Lindley  
City of Hesperia*

*Lawrence Dale  
City of Barstow*

*Rebecca Valentine  
City of Needles*

*Neal Hertzmann  
City of Big Bear Lake*

*Jim Nehmens  
City of Adelanto*

*\*Trinidad Perez  
City of Adelanto*

*Edward Burgnon  
Town of Apple Valley*

*Dennis Hansberger  
Board of Supervisors*

*\*Measure I Committee*

**San Bernardino Associated Governments  
County Transportation Commission  
County Transportation Authority  
Service Authority for Freeway Emergencies  
County Congestion Management Agency**

**AGENDA**

**Mountain/Desert Committee  
\*Measure I Committee**

**April 16, 2004  
9:00 a.m.**

Town of Apple Valley  
14955 Dale Evans Parkway  
Apple Valley, CA

CALL TO ORDER 9:00 a.m.  
(Meeting Chaired by Jim Bagley)

- I. Attendance
- II. Announcements
- III. Agenda Notices/Modifications

**1. Possible Conflict of Interest Issues for the  
Mountain/Desert Committee Meeting April 16, 2004**

**Pg. 5**

Note agenda item contractors, subcontractors and agents, which may require member abstentions due to conflict of interest and financial interests. Board Member abstentions shall be stated under this item for recordation on the appropriate item. [MDC0404z-tia.doc](#)

***Notes/Actions***

## **Consent Calendar**

\* Items marked with an asterisk denote review/action by both the Mountain/Desert Committee and Measure I Committee.

### **2. Attendance Register Pg. 7**

A quorum shall consist of a majority of the membership of each SANBAG Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

### **Transportation Programs & Fund Administration Pg. 9**

#### **3. Needles Highway Project**

Receive status report on funding for the Needles Highway Project.

**Deborah Barmack**      [MDC0404C-DRB](#)

## **Discussion Items**

\* Items marked with an asterisk denote review by both the Mountain/Desert Committee and Measure I Committee.

### **4. Mountain Travel Demand Model Pg. 11**

Approve Amendment No. 1 to sole source Contract No. 03-059 with Wilbur Smith Associates to extend the period of performance from June 30, 2004, to October 31, 2004.

**Andrew Green**      [MDC0404A-DRB](#)

### **5. North County Combined Highway Corridors Study Pg. 15**

Support the adoption of the North County Combined Highway Corridors Study by Los Angeles County Metropolitan Transportation Authority Board of Directors.

**Andrew Green**      [MDC0404A-ADG](#)

**6. Measure I Renewal Ordinance and Expenditure Plan Pg. 19**

1. Receive report and review proposed Ordinance No. 04-01 in anticipation of adoption in June 2004;
2. Approve Exhibit A, Transportation Expenditure Plan, for circulation to cities and the County;
3. Recommend adoption of a resolution by each member jurisdiction approving the Measure I Transportation Expenditure Plan. **Deborah Barmack**

[MDC0404D-DRB](#)    [MIOrdinance-kal.doc](#)

**\*7. Mountain/Desert Measure I Audits Pg. 45**

Accept the Measure I Summary Audit Report of Local Pass-Through Funds for the year ending June 30, 2002, for the jurisdictions in the Mountain/Desert Subregion.

**Deborah Barmack**    [MDC0404B-DRB.DOC](#)

[MISA0203-ADG.DOC](#)    [MI03AS-ADG](#)

[MIA03COMD-ADG](#)

**Public Comments**

Items under this heading will be referred to staff for further study, research, completion and/or future actions.

**8. Additional Items from Committee Members**

**9. Brief Comments by the General Public**

**Additional Information**

Acronym List    [Acronym List.doc](#)

**Pg. 83**

**ADJOURNMENT**

Complete packages of the SANBAG agenda are available for public review at the SANBAG offices. Staff reports for items may be made available upon request. For additional information call (909) 884-8276.

**NOTE: Next Mountain/Desert Committee Meeting – May 21, 2004**

## San Bernardino Associated Governments

### **Meeting Procedures**

The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the San Bernardino Associated Governments (SANBAG) Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the SANBAG Board of Directors and Policy Committees.

### **Accessibility**

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 472 N. Arrowhead Avenue, San Bernardino, CA.

**Agendas** – All agendas are posted at 472 N. Arrowhead Avenue, San Bernardino at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed at the SANBAG offices located at 472 N. Arrowhead Avenue, San Bernardino.

**Agenda Actions** – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

**Closed Session Agenda Items** – Consideration of closed session items *excludes* members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

**Public Testimony on an Item** – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the SANBAG Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item when an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

**Agenda Times** – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

**Public Comment** – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within SANBAG's authority. *Matters raised under "Public Comment" may not be acted upon at that meeting. The time limits established in Rule #4 still apply.*

**Disruptive Conduct** – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for SANBAG meetings. Your cooperation is appreciated!*

# **MEASURE I LOCAL PASS-THROUGH FUNDS**

## **2002-2003 SUMMARY AUDIT REPORT FOR THE PERIOD ENDING JUNE 30, 2003**

The Measure I Local Pass-Through Funds were created as part of the half cent Retail Transactions and Use Tax approved by the voters of San Bernardino County in 1989 to be used for transportation improvements and traffic management. In its capacity as San Bernardino County Transportation Authority, San Bernardino Associated Governments (SANBAG) is responsible for administration of funds and implementation of programs identified in the Measure.

This report provides summary information on revenue and expenditures of the Measure I Local Pass-Through Funds during Fiscal Year 2002-2003 for each of the cities and the County unincorporated areas within each of the Measure I subareas. This report covers the thirteenth year in which Measure I revenue has been distributed to local jurisdictions within San Bernardino County for local transportation projects.

In the Valley subregion of the county, Local Pass-Through Funds are distributed to the cities and County for local street and road projects. Valley jurisdictions receive funds based upon the ratio of their population to the total Valley population. The Mountain/Desert jurisdictions receive Measure I Local Pass-Through Funds to be expended for transportation projects as specified in the Measure, whereby funds are to be expended for local road projects (30%), arterial and regional road needs (65%), and for elderly and handicapped transportation services (5%). Mountain/Desert revenue is allocated to each subarea based upon the funds generated within each subarea and distributed to each jurisdiction within the subarea based upon a formula of 50% population and 50% point of generation.

This summary report provides information relative to both the financial and compliance audits conducted by Miers & Miers, Certified Public Accountants, of twenty-four city funds and the six subarea funds administered by the County. The financial audits consist of examination of financial statements and accounting principles, while the compliance audits examine expenditures to insure conformity with the Measure I Policies adopted by the San Bernardino Associated Governments Board of Directors.

### **REVENUE**

Local jurisdictions receive retail transactions and use tax revenue from San Bernardino Associated Governments each month, based on the allocation formulas contained in the Measure I Expenditure Plans. The revenue is maintained in the Special Measure I Transportation Sales Tax Fund of each local jurisdiction. Interest received from the investment

of these funds is deposited into the special Measure I Fund to be used for transportation projects approved by the governing bodies.

Countywide, Measure I revenue increased in 2002/2003 by 10.1% over the prior year. Following is a summary of the Measure I Local Pass-Through Funds distribution and interest accrued during 2002/2003.

**LOCAL PASS-THROUGH FUNDS**  
Year Ending June 30, 2003

<b>SUBREGION</b>	<b>REVENUE</b>	<b>INTEREST</b>	<b>TOTAL REVENUE</b>
Valley	\$15,732,630	\$1,830,561	\$17,563,191
Mountain/Desert	\$18,046,173	\$2,403,725	\$20,449,898
<b>TOTAL</b>	<b>\$33,778,803</b>	<b>\$4,234,286</b>	<b>\$38,013,089</b>

**EXPENDITURES AND FUND BALANCES**

Expenditures of Measure I Local Pass-Through Funds are made pursuant to the Five Year Capital Improvement Plans and Twenty-Year Transportation Plans adopted annually by the City/Town Councils and the Board of Supervisors. Specific projects funded by the Measure I Local Pass-Through Fund in each jurisdiction are identified in the jurisdictional tables contained in this report. Total expenditures and fund balances remaining on June 30, 2003, are as follows:

<b>SUBREGION</b>	<b>2001-2002 FUND BALANCE</b>	<b>2002-2003 EXPENDITURES</b>	<b>FUND BALANCE June 30, 2003</b>
Valley	\$35,366,005	\$14,860,826	\$35,952,312
Mountain/Desert	\$38,943,336	\$17,614,448	\$41,769,215
<b>TOTAL</b>	<b>\$74,309,341</b>	<b>\$32,475,274</b>	<b>\$77,721,527</b>



## ***Minute Action***

AGENDA ITEM: \_\_\_\_\_

***Date:*** April 16, 2004

***Subject:*** North County Combined Highway Corridors Study

***Recommendation:***\* Support the adoption of the North County Combined Highway Corridors Study by Los Angeles County Metropolitan Transportation Authority Board of Directors.

***Background:*** In August 2001, the North County Combined Highway Corridors Study by the Los Angeles County Metropolitan Transportation Authority (MTA) was commenced to develop a multi-modal transportation plan for north Los Angeles County for both short (2010) and long-term (2025) needs. The study was initially split into two parts. Part I examined the Interstate 5 (I-5) and State Route 14 (SR-14) corridors, focusing on north-south traffic from the heart of Los Angeles through north county. Part II examined the State Route 138 (SR-138) corridor, focusing on traffic moving from I-5 to Interstate 15 (I-15) in San Bernardino County. For each Part, the Technical Advisory Committee (TAC) was tasked with selecting the Locally Preferred Strategy (LPS), which included short and long-term improvements which were viewed as important by a consensus of the TAC. Following the completion of each Part, the LPS from Part I and Part II were combined into an integrated corridor plan for north county. SANBAG staff has participated in Part II TAC meetings for the study from September 2002 to present.

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*Approved*  
*San Bernardino Associated Governments*  
*Mountain/Desert Committee*

*Date:* \_\_\_\_\_

*Moved:*

*Second:*

*In Favor:*

*Opposed:*

*Abstained:*

*Witnessed:* \_\_\_\_\_

The LPS improvements for Part II includes all projects currently programmed for construction in the corridor, widening SR-138 from the Los Angeles/San Bernardino County line to Avenue T in the City of Palmdale, the widening of SR-138 from I-5 to SR-14 to a six lane expressway, the construction of truck climbing lanes on SR-138 from I-15 to Phelan Road (where warranted), transit improvements, and the construction of a High Desert Corridor located north of existing SR-138 linking the Antelope Valley and the Victor Valley.

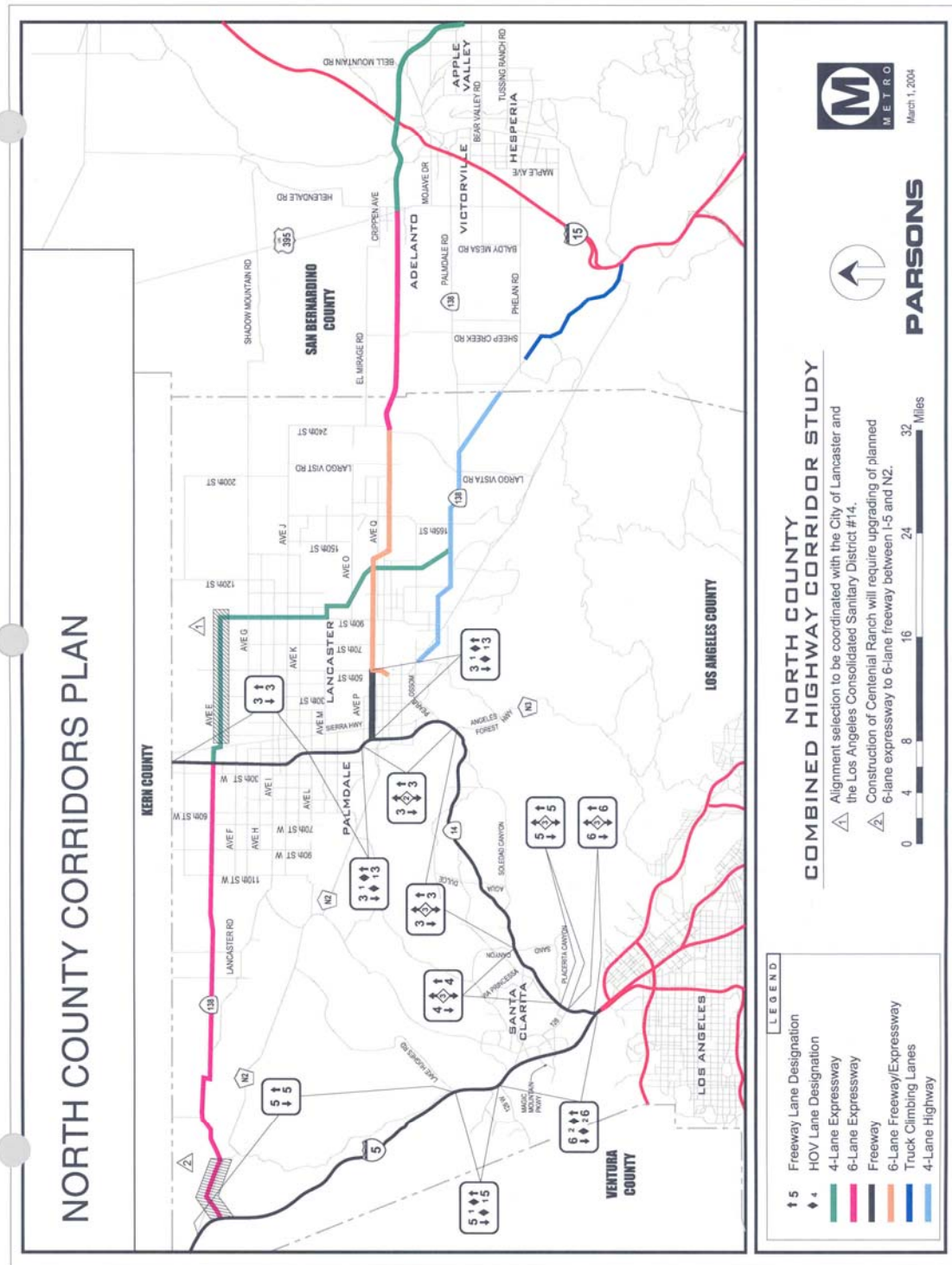
The integration of the Part I LPS and the Part II LPS began in December 2003. Attached are maps showing the short and long-term improvements incorporated into the integrated corridor plan. The study is scheduled to be completed in this month, with receiving a Regionally Significant Transportation Investment Study (RSTIS) letter of completion at the RSTIS Committee meeting on April 22, 2004. In July 2004, the study is scheduled to be adopted by the MTA Board of Directors.

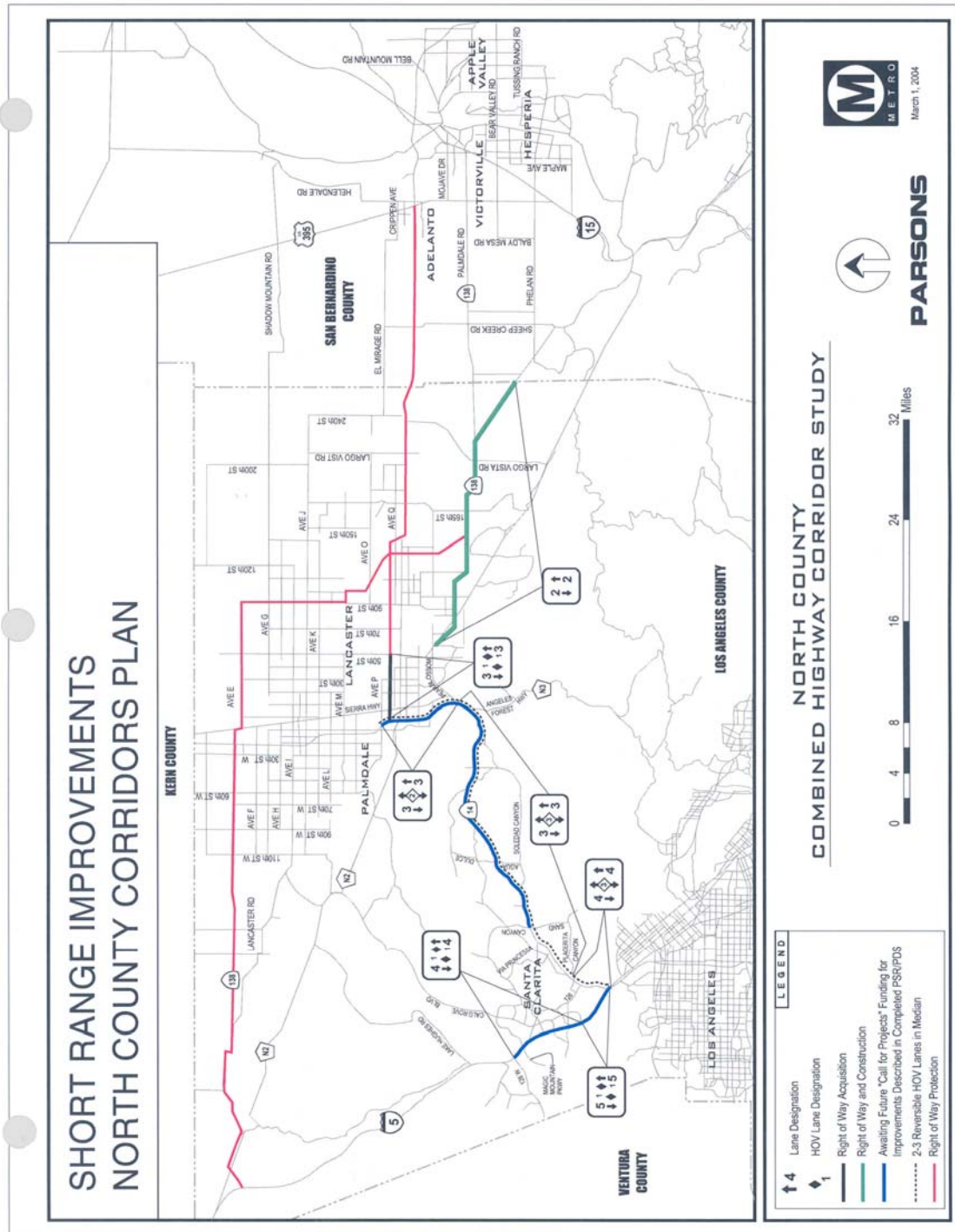
Of particular interest to SANBAG staff was Part II of the study, not only because of the included improvements to SR-138, but it also reaffirmed the importance of the High Desert Corridor, an additional east-west facility between the Antelope Valley and the Victor Valley. The High Desert Corridor is a high priority project in the Victor Valley because it will ease congestion on SR-138 between Victorville and Palmdale, but also will provide increased access to Southern California Logistics Airport (SCLA) from I-15, US-395, and the Antelope Valley.

***Financial Impact:*** This item has no direct impact on the adopted SANBAG Budget. Staff activities related to this item are consistent with the adopted SANBAG Budget, Task No. 0421300 – High Desert Corridor Studies.

***Reviewed By:*** This item is scheduled for review by the Mountain/Desert Committee on April 16, 2004.

***Responsible Staff:*** Andrew Green  
Transportation Planning Analyst





## ***Minute Action***

AGENDA ITEM: \_\_\_\_\_

***Date:*** April 16, 2004

***Subject:*** Mountain Travel Demand Model

***Recommendation:***\* Approve Amendment No. 1 to sole source Contract No. 03-059 with Wilbur Smith Associates to extend the period of performance from June 30, 2004, to October 31, 2004.

***Background:*** In May 2003, the SANBAG Board of Directors approved sole source Contract No. 03-059 with Wilbur Smith Associates to update the Mountain Travel Demand Model that was originally developed in 1993. The Mountain Model is a tool for forecasting weekend travel to, from, and within the San Bernardino Mountains, including the City of Big Bear Lake, and the communities of Lake Arrowhead and Crestline. The model was created specifically to address the major tourism/recreational peak traffic experienced in the mountains. Wilbur Smith Associates was chosen because of their unique knowledge of this model; the firm created the model for SANBAG.

Unfortunately, the project has fallen behind due to unforeseen circumstances. During Summer of 2003, the consultant was scheduled to take traffic counts on major routes in the mountains. The day after the consultant established their automatic count locations, the Bridge Fire along SR-330 began and postponed the counts for several weeks. During the Fall, the project manager left Wilbur Smith for another firm, causing a delay while personnel were reassigned to the project.

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*Approved*  
*San Bernardino Associated Governments*  
*Mountain/Desert Committee*

*Date:* \_\_\_\_\_

*Moved:*

*Second:*

*In Favor:*

*Opposed:*

*Abstained:*

*Witnessed:* \_\_\_\_\_

SANBAG staff is satisfied with the staff reassigned to the project and recommends approval of the contract extension.

***Sole Source:*** SANBAG Policy 11000.7.5, Sole Source Process, provides for sole source contracts in specific instances where the contractor possesses unique knowledge to complete a task. In this instance, the Mountain Travel Demand Model was created by Wilbur Smith to address the unique recreational peak travel characteristics of the San Bernardino Mountains, and the manual for operation of the model was also written by Wilbur Smith. These factors justify the sole source contract pursuant to SANBAG policy.

***Financial Impact:*** This item has no additional impact on the adopted SANBAG Budget. Staff activities related to this item are consistent with the adopted SANBAG Budget, Task No. 0420330, Congestion Management Program – San Bernardino Mountains.

***Reviewed By:*** This item is scheduled for review by the Mountain/Desert Committee on April 16, 2004.

***Responsible Staff:*** Andrew Green, Transportation Planning Analyst

## ***Minute Action***

AGENDA ITEM: \_\_\_\_\_

***Date:*** April 16, 2004

***Subject:*** Mountain/Desert Measure I Audits

***Recommendation:***\* Accept the Measure I Summary Audit Report of Local Pass-Through Funds for the year ending June 30, 2002, for the jurisdictions in the Mountain/Desert Subregion.

***Background:*** Each year SANBAG provides for audits of all local jurisdictions receiving Measure I Local Pass-Through Funds. The audits examine both financial and compliance issues related to Measure I expenditures. This item contains the draft report summarizing audit findings for each jurisdiction in the Mountain/Desert area of the county.

The report indicates that Mountain/Desert jurisdictions received \$18,046,173 in Measure I revenue and had remaining fund balances of \$41,769,215. There was one continuing material finding of non-compliance in the Mountain/Desert area in that the City of Adelanto made advances/loans of Measure I revenues to other funds within the City in 2000/2001. The City of Adelanto and SANBAG Board of Directors have approved an agreement relative to repayment to the Measure I fund in 2003, and the City is in compliance with the repayment agreement. The City of Adelanto repaid the Measure I fund \$100,000 in 2002/2003.

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*Approved*  
*San Bernardino Associated Governments*  
*Mountain/Desert Committee*

*Date:* \_\_\_\_\_

*Moved:*

*Second:*

*In Favor:*

*Opposed:*

*Abstained:*

*Witnessed:* \_\_\_\_\_

***Financial Impact:*** This item has no direct impact upon the SANBAG budget. Measure I Local Pass-Through Funds are distributed by SANBAG and held by each local jurisdiction in a special Measure I fund. SANBAG expenses relative to the administration of the Measure I program are consistent with the adopted budget, Task No. 0350505.

***Reviewed By:*** This item is scheduled for review by the Mountain/Desert Committee on April 16, 2004.

***Responsible Staff:*** Deborah Robinson Barmack  
Director of Management Services



## ***Minute Action***

AGENDA ITEM: \_\_\_\_\_

***Date:*** April 16, 2004

***Subject:*** Needles Highway Project

***Recommendation:***\* Receive status report on funding for the Needles Highway Project.

***Background:*** In March 2004, the Mountain/Desert Committee approved a re-allocation of \$1.4 million federal Surface Transportation Program (STP) funds to the US-395 Interim Project, which will widen US-395 to 4 lanes with a median center turn lane. The funds were originally programmed for the construction of the Needles Highway Project, but due to use-it-or-lose-it provisions, the monies were “swapped” for STP funds in TEA-3.

During the discussion over re-allocation of STP funds to the US-395 Interim Project, Supervisor Postmus expressed concern over the potential lack of funds for the Needles Highway Project. It was indicated that the Needles Highway Project was ready to be moved forward and needed funds for project development work.

On March 24, 2004, SANBAG staff met with staff from the County of San Bernardino to discuss the status of the project and funding issues. At that time, it was determined that Federal Discretionary Funds appropriated for the project could be used immediately to advance Needles Highway project development. As

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*Approved*  
*San Bernardino Associated Governments*  
*Mountain/Desert Committee*

*Date:* \_\_\_\_\_

*Moved:*

*Second:*

*In Favor:*

*Opposed:*

*Abstained:*

*Witnessed:* \_\_\_\_\_

of the April 2004, TEA-3 STP interim allocations have been made available to the State of California. Consequently, now STP funding is also available to the County of San Bernardino for obligation to the Needles Highway Project. No delay has been experienced on the Needles Highway Project as a result of funding issues.

***Financial Impact:*** This item has no direct impact on the adopted SANBAG Budget. Staff activities related to this item are consistent with the adopted SANBAG Budget, Task No. 0494100, Mountain/Desert Planning and Project Development.

***Reviewed By:*** This item is scheduled for review by the Mountain/Desert Committee on April 16, 2004.

***Responsible Staff:*** Deborah Robinson Barmack  
Director of Management Services

## ***Minute Action***

AGENDA ITEM: \_\_\_\_\_

***Date:*** April 16, 2004

***Subject:*** Measure I Renewal Ordinance and Expenditure Plan

***Recommendation:***\*  
1. Receive report and review proposed Ordinance No. 04-01 in anticipation of adoption in June 2004;  
2. Approve Exhibit A, Transportation Expenditure Plan, for circulation to cities and the County;  
3. Recommend adoption of a resolution by each member jurisdiction approving the Measure I Transportation Expenditure Plan.

***Background:*** During the past year, SANBAG Board Members have been working on the development of a proposal to continue Measure I, San Bernardino County's half cent transportation sales tax. During this period, workshops involving Council Members, County Supervisors, and technical staff from all subregions of the county have provided input into development of proposals for continuation of Measure I. This item presents the proposed ordinance and associated exhibits containing specific elements of the proposal. SANBAG policy committees are requested to consider this proposal, which is recommended by the Measure I Ad Hoc Committee. This item also requests action to approve Exhibit A, the Transportation Expenditure Plan, for circulation to the County and each of the cities. Lastly, it is recommended that SANBAG recommend adoption of a resolution by each jurisdiction approving the Transportation Expenditure Plan.

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*Approved*  
*San Bernardino Associated Governments*  
*Mountain/Desert Committee*

*Date:* \_\_\_\_\_

*Moved:*

*Second:*

*In Favor:*

*Opposed:*

*Abstained:*

*Witnessed:* \_\_\_\_\_

The schedule for Measure I renewal requires review by SANBAG policy committees in April and action by the SANBAG Board of Directors to circulate the Expenditure Plan at the May 5, 2004, meeting. Following action of the SANBAG Board approving circulation of the Expenditure Plan, member jurisdictions will be asked to consider it at meetings throughout the month of May. If placement on the November 2004 ballot is to be achieved, no modifications to the Transportation Expenditure Plan can be made following the May 5 SANBAG Board action. Upon approval by the County and cities, the SANBAG Board can take action at the June 2, 2004, meeting requesting placement on the ballot.

San Bernardino County voters approved Measure I, the County's one-half of one percent transactions and use tax for transportation improvements, in November 1989. Since its inception, Measure I has provided funding for numerous transportation projects, including freeways, local roads, major streets, interchanges, the Metrolink commuter train system, public buses, traffic signals, and more. Measure I will expire in 2010.

San Bernardino Associated Governments, in its function as the San Bernardino County Transportation Authority, has been working with private sector stakeholders and city and County representatives to prepare the proposed expenditure plan for the revenues expected to be derived from the continued Measure I tax, together with anticipated federal and state funds. It is anticipated that the Measure will be placed on the November 2, 2004 ballot.

If approved by voters, Measure I would authorize the collection of a one-half of one percent sales tax for a 30-year period from 2010 to 2040, generating an anticipated total of \$6 billion for local transportation projects, without raising additional taxes. These funds would remain in San Bernardino County and could not be borrowed or suspended by the state or federal governments for any reason. A million more people are projected to live in San Bernardino County by 2030, and Measure I will help fight traffic congestion with a long-term funding source for freeways, highways, major streets, local streets, passenger trains and bus fare discounts for seniors and persons with disabilities. Measure I also will help improve road access for emergency responders, such as police, fire and ambulance services and will help repair badly deteriorated roads countywide. Measure I will help boost San Bernardino County's economy by providing construction-related jobs and manufacturing jobs and by making the area more attractive to businesses that need an effective transportation network for its employees and customers. Annual financial audits and an Independent Taxpayer Oversight Committee will ensure that funds are spent appropriately.

The Measure I Transportation Expenditure Plan specifies the allocation of tax revenue countywide for the new measure, which would take effect upon the expiration of the current measure in 2010. Key elements of the Plan are as follows:

- The Plan retains the six county subareas and directs revenues generated from each subarea to be expended on transportation projects of direct benefit to that subarea. Within the San Bernardino

Valley Subarea, the funds collected from this subarea would be used for projects of direct benefit to the Valley using the following formula:

- 29% Freeway projects
- 11% Freeway interchange projects
- 20% Major street projects
- 20% Local street projects (Returned to local jurisdictions for priority projects)
- 8% Metrolink/rail service
- 8% Senior and disabled transit service
- 2% Express bus/bus rapid transit service
- 2% Traffic management systems (signal synchronization, commuter assistance, etc.)

- Within the Mountain/Desert Subareas (the North Desert Subarea, the Colorado River Subarea, the Morongo Basin Subarea, the Mountains Subarea and the Victor Valley Subarea), the funds collected from each subarea would be used for projects of benefit to each subarea using the following formula:

- 70% Local street projects (Returned to local jurisdictions for priority projects)
- 25% Major local highway projects
- 5% Senior and disabled transit service

- The Plan would reserve 3% of the revenue generated in both the San Bernardino Valley Subarea and the Victor Valley Subarea for improvements to the Cajon Pass, which are critical for intra-county travel for residents of both subareas.
- As in the current Measure I, the Plan provides for all future development to pay its fair share for needed transportation facilities as a result of the new development. No Measure I revenue would be used to replace the fair share contributions required from new development.
- The Plan also contains a requirement for annual financial audits of each jurisdiction's expenditure of Measure I funds and establishment of an Independent Taxpayer Oversight Committee.

Government Code Section 180206 requires that the Expenditure Plan be approved by the County Board of Supervisors and a majority of the cities representing a majority of the population. Upon receipt of these approvals, the SANBAG Board of Directors will consider action to adopt the final Expenditure Plan and to request that the San Bernardino County Board of Supervisors place the measure on the November 2, 2004 ballot.

**Financial Impact:** This action will have no financial impact on the SANBAG budget. Approval of the continuation of Measure I will result in \$6 billion in transportation revenue countywide for the 30 year term. Based upon return to source, a total of \$1.3 billion would be allocated to the Mountain/Desert Subareas and \$4.5 billion would be allocated for San Bernardino Valley subarea

projects. Approximately \$.17 billion would be allocated for improvements to the Cajon Pass, derived from 3% of the revenue generated in the Valley and the Victor Valley.

***Reviewed By:*** The proposed Ordinance and Transportation Expenditure Plan has been developed and recommended for approval by the Measure I Ad Hoc Committee. This item is scheduled for review by the SANBAG Major Projects, Mountain/Desert, and Plans and Programs Committees during the month of April.

***Responsible Staff:*** Norman R. King, Executive Director, and SANBAG Staff

## ***Minute Action***

AGENDA ITEM: 1

***Date:*** April 16, 2004

***Subject:*** Information Relative to Possible Conflict of Interest

***Recommendation***\*: Note agenda items and contractors/subcontractors which may require member abstentions due to possible conflicts of interest.

***Background:*** In accordance with California Government Code 84308, members of the SANBAG Board may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Contractor/Agents	Subcontractors
4	03-059-01	Wilbur Smith Assoc. <i>Neal Denno</i>	None

***Financial Impact:*** This item has no direct impact on the SANBAG budget.

***Reviewed By:*** This item is prepared monthly for review by the SANBAG Board of Directors and Policy Committee members.

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*Approved*  
*San Bernardino Associated Governments*  
*Mountain/Desert Committee*

*Date:* \_\_\_\_\_

*Moved:* \_\_\_\_\_ *Second:* \_\_\_\_\_

*In Favor:* \_\_\_\_\_ *Opposed:* \_\_\_\_\_ *Abstained:* \_\_\_\_\_

*Witnessed:* \_\_\_\_\_

Mountain/Desert Subregion Statistical Table  
Measure I Local Pass-Through Summary Audit Table  
For the Year Ending June 30, 2003

Jurisdiction	Revenue	Interest*	Total Revenue	Prior Year Balance **	Expenditures	Ending Balance **	Bal/Rev
Adelanto	\$584,953	\$54,623	\$639,576	\$2,444,944	\$60,103	\$3,024,417	517%
Apple Valley	\$1,824,140	\$120,483	\$1,944,623	\$7,404,802	\$571,149	\$8,778,276	481%
Barstow ***	\$1,518,273	\$180,009	\$1,698,282	(\$178,779)	\$537,420	\$972,512	64%
Big Bear Lake ***	\$525,178	\$7,090	\$532,268	(\$608,680)	\$431,059	(\$507,471)	-97%
Hesperia	\$2,299,686	\$122,607	\$2,422,293	(\$3,715,700)	\$2,356,125	(\$3,649,532)	-159%
Needles	\$208,263	\$27,844	\$236,107	\$451,886	\$23,891	\$664,102	319%
Twentynine Palms	\$708,271	\$51,980	\$760,251	\$2,798,158	\$479,713	\$3,078,696	435%
Victorville	\$5,024,597	\$477,863	\$5,502,460	\$17,890,829	\$4,145,418	\$19,247,871	383%
Yucca Valley ***	\$945,784	\$280,434	\$1,226,218	(\$379,322)	\$865,006	(\$18,110)	-2%
SBCO Colorado River	\$67,336	\$6,029	\$73,365	\$229,997	\$67,191	\$236,171	351%
SBCO North Desert	\$1,020,190	\$149,162	\$1,169,352	\$2,737,298	\$1,967,173	\$1,939,477	190%
SBCO Morongo Basin	\$547,049	\$52,449	\$599,498	\$1,794,528	\$445,284	\$1,948,742	356%
SBCO Mountains	\$1,330,940	\$200,922	\$1,531,862	\$3,945,160	\$2,402,771	\$3,074,251	231%
SBCO Victor Valley	\$1,441,513	\$672,230	\$2,113,743	\$4,128,215	\$3,262,145	\$2,979,813	207%
TOTAL	\$18,046,173	\$2,403,725	\$20,449,898	\$38,943,336	\$17,614,448	\$41,769,215	231%

\* May include reimbursements to Measure I fund and other revenue transferred in.

\*\* Negative fund balances indicate debt associated with participation in SANBAG bonding program.

\*\*\* Big Bear Lake, Barstow, and Yucca Valley show negative or low fund balances due to bonded indebtedness. However, the unexpended fund balance for the Local category for Big Bear Lake is \$42,213 or 27%; Barstow is \$4,102,328 or 901% and Yucca Valley is \$544,874 or 192% (Local Balance/Local Revenue).

Valley Subregion Statistical Table  
Measure I Local Pass-Through Summary Audit Table  
For the Year Ending June 30, 2002

Jurisdiction	Revenue	Interest*	Total Revenue	Prior Year Balance	Expenditures	Ending Balance	Bal/Rev
Chino	\$838,964	\$8,812	\$847,776	\$76,580	\$924,712	(\$356)	0%
Chino Hills	\$863,063	\$23,134	\$886,197	\$1,679,127	\$1,345,032	\$1,220,292	141%
Colton				\$2,116,058			#DIV/0!
Fontana	\$1,693,748	\$167,809	\$1,861,557	\$3,086,154	\$1,485,428	\$3,462,283	204%
Grand Terrace	\$145,131	\$10,093	\$155,224	\$728,820	\$444,196	\$439,848	303%
Highland	\$558,536	\$84,665	\$643,201	\$849,888	\$770,083	\$723,006	129%
Loma Linda	\$239,192	\$19,699	\$258,891	\$390,986	\$345,914	\$303,963	127%
Montclair	\$412,859	\$19,347	\$432,206	\$832,327	\$224,679	\$1,039,854	252%
Ontario	\$1,978,716	\$242,309	\$2,221,025	\$4,801,473	\$1,967,054	\$5,055,444	255%
Rancho Cucamonga	\$1,773,974	\$244,574	\$2,018,548	\$5,803,160	\$1,057,237	\$6,764,471	381%
Redlands	\$803,804	\$453,632	\$1,257,436	\$4,112,618	\$1,108,021	\$4,262,033	530%
Rialto	\$1,155,408	\$50,332	\$1,205,740	\$2,351,962	\$1,735,821	\$1,821,881	158%
San Bernardino	\$2,315,366	\$111,795	\$2,427,161	\$3,062,083	\$1,343,531	\$4,145,713	179%
Upland	\$858,888	\$102,648	\$961,536	\$1,430,585	\$818,230	\$1,573,891	183%
Yucaipa	\$529,543	\$10,909	\$540,452	\$168,795	\$489,430	\$219,817	42%
SBCO Valley	\$1,565,438	\$280,803	\$1,846,241	\$3,875,389	\$801,458	\$4,920,172	314%
TOTAL	\$15,732,630	\$1,830,561	\$17,563,191	\$35,366,005	\$14,860,826	\$35,952,312	229%

\* May include reimbursements to Measure I fund and other revenue transferred in.



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**MEASURE I LOCAL PASS-THROUGH FUNDS  
MOUNTAIN DESERT SUBREGION 2002/2003 COMPLIANCE ISSUES**

**In addition the annual financial audit of each jurisdiction receiving Measure I Local Pass-Through Funds, auditors for San Bernardino Associated Governments also conduct an audit to insure compliance with laws, regulations, and policies governing the use of Measure I Transportation Sales and Use Tax Funds. The following listing identifies the non-compliance issues found in each recipient jurisdiction.**

**CITY OF ADELANTO**

Current Year: The City of Adelanto made advances/loans of Measure I revenues to other funds within the City, which is in direct violation of Section 4, Division 3, No. 5, of the Measure I policies. The City of Adelanto has worked out an agreement with the San Bernardino Associated Governments for repayment and the City is in compliance with that agreement.

Prior Year: The City of Adelanto made advances/loans of Measure I revenues to other funds within the City. See current year finding

**TOWN OF APPLE VALLEY**

Current Year: None found.

Prior Year: The City made expenditures from the Measure I fund for projects not on the Five Year Capital Improvement Plan. This finding has since been resolved

**CITY OF BARSTOW**

Current Year: None found.

Prior Year: The City was not in compliance with Measure I Policies in that it had exceeded the categorical project expenditure limitation of one-half of annual Measure I revenue. This finding has since been resolved.

### **CITY OF BIG BEAR LAKE**

Current Year: None found.

Prior Year: The City made expenditures from the Measure I fund for projects not on the Five Year Capital Improvement Plan. This finding has since been resolved.

### **CITY OF HESPERIA**

Current Year:

1. The City is not in compliance with Measure I Policies. It has exceeded the categorical project expenditure limitation of one-half of annual Measure I revenue for the regional/arterial projects.
2. The City made expenditures from the Measure I fund for projects not on the Five Year Capital Improvement Plan. It is recommended that the City update its Measure I Five Year Capital Improvement Plan to adjust for changes as they become apparent. The City should also notify San Bernardino Associated Governments of any changes to the Five Year Plan.

Prior Year: The City is not in compliance with Measure I Policies. It has exceeded the categorical project expenditure limitation of one-half of annual Measure I revenue. This finding has not been resolved.

### **CITY OF NEEDLES**

Current Year: None found.

Prior Year: The City made expenditures from the Measure I fund for projects not on the Five Year Capital Improvement Plan. This finding has since been resolved.

### **CITY OF TWENTYNINE PALMS**

Current Year: The City made expenditures from the Measure I fund for projects not on the Five Year Capital Improvement Plan. It is recommended that the City update its Measure I Five Year Capital Improvement Plan to adjust for changes as they become apparent. The City should also notify San Bernardino Associated Governments of any changes to the Five Year Plan.

Prior Year: None found.

## **CITY OF VICTORVILLE**

Current Year:

1. The City made expenditures from the Measure I fund for projects not on the Five Year Capital Improvement Plan. It is recommended that the City update its Measure I Five Year Capital Improvement Plan to adjust for changes as they become apparent. The City should also notify San Bernardino Associated Governments of any changes to the Five Year Plan.
2. The City is not in compliance with Measure I Policies. It has exceeded the categorical project expenditure limitation of one-half of annual Measure I revenue.

Prior Year: The City made expenditures from the Measure I fund for projects not on the Five Year Capital Improvement Plan. This finding has not been resolved.

## **TOWN OF YUCCA VALLEY**

Current Year: None found.

Prior Year: None found.

## **COUNTY OF SAN BERNARDINO – COLORADO RIVER SUBAREA**

Current Year: None found.

Prior Year: None found.

## **COUNTY OF SAN BERNARDINO – NORTH DESERT SUBAREA**

Current Year: The County is not in compliance with Measure I Policies. It has exceeded the categorical project expenditure limitation of one-half of annual Measure I revenue.

Prior Year: The County made expenditures from the Measure I fund for projects not on the Five Year Capital Improvement Plan. This finding has since been resolved.

### **COUNTY OF SAN BERNARDINO –MORONGO BASIN SUBAREA**

Current Year: The County made expenditures from the Measure I fund for projects not on the Five Year Capital Improvement Plan. It is recommended that the County update its Measure I Five Year Capital Improvement Plan to adjust for changes as they become apparent. The County should also notify San Bernardino Associated Governments of any changes to the Five Year Plan.

Prior Year: The County made expenditures from the Measure I fund for projects not on the Five Year Capital Improvement Plan. This finding has not been resolved.

### **COUNTY OF SAN BERNARDINO – MOUNTAINS SUBAREA**

Current Year: None found.

Prior Year: None found.

### **COUNTY OF SAN BERNARDINO –VICTOR VALLEY SUBAREA**

Current Year: None found.

Prior Year: The County made expenditures from the Measure I fund for projects not on the Five Year Capital Improvement Plan. This finding has since been resolved.

# **DRAFT**

## **MEASURE "I"**

### **ORDINANCE NO. 04-01**

#### **AN ORDINANCE PROVIDING FOR THE CONTINUATION OF A ONE-HALF OF ONE PERCENT RETAIL TRANSACTIONS AND USE TAX BY THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY FOR LOCAL TRANSPORTATION PURPOSES AND THE TRANSPORTATION EXPENDITURE PLAN**

### **PREAMBLE**

This one-half of one percent retail transactions and use tax is statutorily dedicated for transportation planning, design, construction, operation and maintenance only in San Bernardino County and cannot be used for other governmental purposes or programs. There are specific safeguards in this Ordinance to ensure that funding from the Measure "I" one-half of one percent transactions and use tax is used in accordance with voter-approved transportation programs. These safeguards include:

- The specific projects and programs included in the Expenditure Plan will be funded by revenue raised by this transactions and use tax. The transportation Expenditure Plan can be changed only upon approval by a majority of all cities in the County representing a majority of the incorporated population and approval by the San Bernardino County Board of Supervisors.
- An Independent Taxpayer Oversight Committee is created to provide for citizen review to insure that all Measure "I" funds are spent in accordance with provisions of the Expenditure Plan and Ordinance.
- Continuation of San Bernardino County's one-half of one percent transactions and use tax is for transportation programs only and is not intended to replace traditional revenues generated through locally-adopted development fees and assessment districts. Collection of the one-half of one percent transactions and use tax will start upon the expiration of the Existing Tax.
- The San Bernardino County Transportation Authority will continue to seek maximum funding for transportation improvements through State and federal programs. The Authority will not provide transactions and use tax revenue to any city or to the County unless all transportation revenues currently used by that agency are continued to be used for transportation purposes.

The San Bernardino County Transportation Authority ordains as follows:

**SECTION I. SUMMARY.** This Ordinance provides for the continued imposition of a retail transactions and use tax of one-half of one percent for local transportation purposes for a period of thirty (30) years, the authority to issue limited tax bonds secured by such taxes, the administration of the tax proceeds and a county transportation Expenditure Plan.

**SECTION II. DEFINITIONS.** The following definitions shall apply in this Ordinance:

A. "The Expenditure Plan" means the San Bernardino County Transportation Authority Expenditure Plan (attached as Exhibit A and adopted as part of this Ordinance) including any future amendments thereto.

- B. "County" means the County of San Bernardino.
- C. "Authority" means the San Bernardino County Transportation Authority. The San Bernardino County Transportation Commission has been designated to serve as the Authority under the provisions of Public Utilities Code Section 180050.
- D. "Existing Tax" means the one-half of one percent retail transactions and use tax adopted pursuant to Ordinance No. 89-01 and Ordinance No. 90-01.

**SECTION III. AUTHORITY.** This Ordinance is enacted, pursuant to the provisions of Division 19 (commencing with Section 180000) of the Public Utilities Code, and Section 7252.16 of the Revenue and Taxation Code.

**SECTION IV. CONTINUED IMPOSITION OF RETAIL TRANSACTIONS AND USE TAX.**

Upon voter approval of Measure "I," the Authority shall continue to impose, in the incorporated and unincorporated territory of the County of San Bernardino, a transactions and use tax for transportation purposes (referred to as "the tax") at the rate of one-half of one percent (0.5%) for a period of thirty (30) years beginning April 1, 2010. There shall be no coincidental assessment of the current tax (which will expire on March 31, 2010) and the tax to be imposed pursuant to this Ordinance. The tax shall be imposed by the Authority in accordance with Section 180201 of the Public Utilities Code and Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code. The provisions of Revenue and Taxation Code Sections 7261 and 7262 are incorporated herein by reference as though fully set forth herein. The tax shall be in addition to any other taxes authorized by law, including any existing or future state or local sales tax or transactions and use tax.

**SECTION V. PURPOSES.** Revenues from the tax shall be used for transportation purposes only and may include, but are not limited to, the administration of this division, including legal actions related thereto and costs of the initial preparation and election, the construction, maintenance, improvements, and operation of local streets, roads, and highways, state highways and freeways, public transit systems including rail, and related purposes. These purposes include expenditures for planning, environmental reviews, engineering and design costs, and related right-of-way acquisition. Expenditures also include, but are not limited to, debt service on bonds and expenses in connection with issuance of bonds.

**SECTION VI. MANDATED TAXPAYER SAFEGUARDS.**

A. Independent Taxpayer Oversight Committee. Beginning on April 1, 2010, an Independent Taxpayer Oversight Committee will be established as specified in Exhibit B of this Ordinance to provide citizen review and to insure that all Measure "I" funds are spent in accordance with provisions of the Expenditure Plan and Ordinance. Exhibit B contains the specific terms and conditions for an Independent Taxpayer Oversight Committee and its review of periodic independent financial audits.

B. Administrative Costs. The Authority shall expend only that amount of funds generated from the tax that is necessary and reasonable to carry out its responsibilities for audit, administrative expenses, staff support, and contract services. In no case shall the funds expended for salaries and benefits exceed one percent (1%) of the annual net amount of revenue raised by the tax.

C. Maintenance of Effort. The Authority, by the enactment of this Ordinance, intends the additional funds provided government agencies by this measure to supplement existing local

revenues being used for street and highway purposes. Transactions and use tax revenue shall not be used to replace existing road funding programs or to replace requirements for new development to provide for its own road needs. Under this Measure, funding priorities should be given to addressing current road needs, easing congestion, and improving roadway safety.

The government agencies shall maintain their existing commitment of transportation funds for street, highway and public transit purposes, and the Authority shall enforce this provision by appropriate actions, including fiscal audits of the local agencies.

**SECTION VII. RETURN TO SOURCE.** After deduction of required Board of Equalization fees and authorized administrative costs, revenues generated from each specified subarea within San Bernardino County as outlined in the Expenditure Plan will be expended on projects of direct benefit to that subarea. Revenues will be accounted for separately for each subarea and then allocated to specified project categories. Decisions on how revenues are expended within the subareas will be made by the Authority Board of Directors, based upon recommendations of local representatives.

**SECTION VIII. CONTRIBUTIONS FROM NEW DEVELOPMENT.** No revenue generated from the tax shall be used to replace the fair share contributions required from new development. Each local jurisdiction must adopt a development financing mechanism within 24 months of voter approval of this Measure "I" that would:

1. Require all future development to pay its fair share for needed transportation facilities as a result of the development, pursuant to California Government Code Section 66000 et seq. and the Congestion Management Agency's Development Mitigation Nexus Study; and
2. Comply with the Land Use/Transportation Analysis and Deficiency Plan provisions of the Congestion Management Program pursuant to California Government Code Section 65089.

The Congestion Management Agency shall incorporate the provisions of the Development Mitigation Nexus Study into the Land Use/Transportation Analysis and Deficiency Plan elements of the Congestion Management Program within 12 months of voter approval of this Measure "I."

**SECTION IX. ADMINISTRATION OF PLANS.** The Authority shall impose and collect the tax, and shall administer the Expenditure Plan consistent with the provisions and priorities of the Expenditure Plan and consistent with the authority cited herein.

**SECTION X. BONDING AUTHORITY.** Upon voter approval of Measure "I", the Authority shall have the power to sell or issue, from time to time, on or before the collection of taxes, bonds, or other evidence of indebtedness, including, but not limited to, capital appreciation bonds, in the aggregate principal amount at any one time outstanding of not to exceed the estimated proceeds of the tax, as determined by the Expenditure Plan, and to secure such indebtedness solely by way of future collection of taxes, for capital outlay expenditures for the purposes set forth in Section V hereof, including the carrying out of transportation projects described in the Expenditure Plan.

**SECTION XI. ANNUAL APPROPRIATIONS LIMIT.** The annual appropriations limit has been established pursuant to Ordinance 89-01 pursuant to Section 4 of Article XIII B of the California Constitution and Section 180202 of the Public Utilities Code. The appropriations limit has and shall be subject to adjustment as provided by law.

**SECTION XII. EFFECTIVE AND OPERATIVE DATES.** Subject to voter approval, this Ordinance shall become operative on the first day of the first calendar quarter commencing more than 110 days after adoption of this Ordinance. Prior to the operative date of this Ordinance, the Authority shall contract with the State Board of Equalization to perform all functions incidental to the administration and operation of this Ordinance.



**SECTION XIII. ELECTION.** The Authority requests the Board of Supervisors to call an election for voter approval of the attached proposition Measure "I" (Exhibit C), which election shall be held on November 2, 2004, and consolidated with other elections to be held on that same date, that the measure retains its designation as Measure "I," and that it appear first in order on the local San Bernardino County ballot before all other local measures. The election shall be called and conducted in the same manner as provided by law for the conduct of elections by a county. The sample ballot to be mailed to the voters shall be the full proposition as set forth in this Ordinance, and the voter information handbook shall include the entire Expenditure Plan. Approval of the attached proposition and the imposition of the tax shall require the affirmative vote of 2/3rds of the electors voting on the attached proposition at the election described in this section.

**SECTION XIV. EXPENDITURE PLAN AMENDMENTS.** The Expenditure Plan may only be amended by the following process:

1. Beginning in 2015, and at least every ten years thereafter, the Authority shall review and, where necessary, propose revision to the Expenditure Plan. Such review shall consider recommendations from local governments, transportation agencies and interest groups, and the general public.
2. The Authority shall notify the cities/towns and Board of Supervisors of the proposed revision and initiation of an amendment, reciting findings of necessity.
3. Actions of the city/town councils and Board of Supervisors to approve or to oppose the amendment shall be formally communicated to the Authority within 60 days of notice of initiation of amendment. Failure of any city/town and the Board of Supervisors to notify the Authority of formal action within 60 days of notice shall constitute approval.
4. Approval of the amendment by a majority of the cities/towns constituting a majority of the incorporated population.
5. Approval of the amendment by the Board of Supervisors.

**SECTION XV. SEVERABILITY.** If any tax or provision of this Ordinance is for any reason held invalid or unenforceable by a court of competent jurisdiction, that holding shall not affect the validity or enforceability of the remaining taxes or provisions, or the existing tax and the Authority declares that it would have passed each part of this Ordinance irrespective of the validity of any other part.

**SECTION XVI. THE EXISTING TAX.** Nothing in the Ordinance is intended to modify, repeal, alter or increase the Existing Tax. The provisions of this Ordinance shall apply solely to the retail transactions and use tax adopted herein and not to the collection or administration of the Existing Tax.

APPROVED AND ADOPTED by the San Bernardino County Transportation Authority at its meeting on \_\_\_\_\_ by the following vote:

AYES:  
NOES:  
ABSENT:  
ABSTENTION:

By: \_\_\_\_\_  
Chairman  
San Bernardino County Transportation Authority

## Exhibit A

### Transportation Expenditure Plan

**Revenue Estimates and Distribution.** Allocation of revenue authorized by Ordinance No. 04-01 is established within this Expenditure Plan. Funds shall be allocated by percentage of the actual revenue received. An estimate of revenues and allocation among categories is reflected in Schedule A – Transportation Improvement Program. The estimated revenue is based upon 2004 value of money and is not binding or controlling.

**Return to Source.** After deduction of required Board of Equalization fees and authorized costs, revenues generated from each specified subarea within San Bernardino County will be expended on projects of direct benefit to that subarea. Revenues will be accounted for separately for each subarea and then allocated to specified project categories. Decisions on how revenues are expended within the subareas will be made by the Authority Board of Directors, based upon recommendation of local representatives.

**Subarea Identification.** The San Bernardino Valley Subarea will include the cities of Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland and Yucaipa and unincorporated areas in the east and west portions of the San Bernardino valley urbanized area. The Mountain-Desert area will include the following subareas: (1) The North Desert Subarea, which includes the City of Barstow and surrounding unincorporated areas; (2) The Colorado River Subarea, which includes the City of Needles and the surrounding unincorporated areas of the East Desert; (3) The Morongo Basin Subarea, which includes the City of Twentynine Palms, Town of Yucca Valley, and surrounding unincorporated areas; (4) The Mountain Subarea, which includes the City of Big Bear Lake and surrounding unincorporated areas of the San Bernardino Mountains; and (5) the Victor Valley Subarea, which includes the Cities of Adelanto, Hesperia, and Victorville; the Town of Apple Valley; and surrounding unincorporated areas including Wrightwood.

**Contribution from New Development.** No revenue generated from the tax shall be used to replace the fair share contributions required from new development.

#### **Requirement for Annual Financial and Compliance Audits of Measure “I”**

**Funds.** The San Bernardino County Transportation Authority and each agency receiving an allocation of Measure “I” revenue authorized in this Expenditure Plan shall undergo an annual financial audit performed in accordance with generally accepted auditing standards and government auditing standards issued by the Comptroller General of the United States. Compliance audits also shall be conducted to insure that each agency is expending funds in accordance with the provisions and guidelines established for Measure “I” revenue.

**Cajon Pass Expenditure Plan.** Three percent of the revenue generated in the San Bernardino Valley Subarea and the Victor Valley Subarea will be reserved in advance of other allocations specified in this plan in an account for funding of the I-15/I-215 Interchange in Devore, I-15 widening through Cajon Pass, and truck lane development. Cajon Pass serves as the major transportation corridor connecting the two urbanized areas within San Bernardino County and is in need of the identified improvements. These improvements are critical components to intra-county travel for residents of both the Victor Valley and San Bernardino Valley. Projects to be constructed from the Cajon Pass Expenditure Plan are listed in Schedule C.

**San Bernardino Valley Subarea Expenditure Plan.** In that area described as the Valley Subarea, project categories shall be established as specified below. The San Bernardino Valley Subarea Expenditure Plan is illustrated in Schedule D.

**A. State and Federal Transportation Funds.** A proportional share of projected state and federal transportation funds shall be reserved for use solely within the Valley subarea.

**B. Revenue Estimates.** Tax revenues generated by Ordinance No. 04-01 for the Valley subarea over a thirty year period are estimated to be **\$4,520 million**. Approximately **\$1,347 million** in state and federal funds and approximately **\$777 million** in contributions from new development are projected for the area over this period, for an estimated total Valley area revenue of **\$6,644 million** for transportation improvements. Revenue estimates are not binding or controlling.

**C. Freeway Projects.** 29% of revenue collected in the San Bernardino Valley Subarea shall fund freeway projects within the San Bernardino Valley Subarea. Projects to be constructed with Freeway Projects funds are listed in Schedule D1. Cost estimates for such projects are not binding or controlling.

**D. Freeway Interchange Projects.** 11% of revenue collected in the Valley Subarea shall fund Freeway Interchange Projects. Projects to be constructed with Freeway Interchange Projects funds are listed in Schedule D2.

**E. Major Street Projects.** 20% Over the thirty-year life of Measure "I," the Major Street Projects category will accrue approximately 18% of revenue collected in the Valley. Upon initial collection of revenue, the Major Street Projects category will receive 20% of revenue collected in the Valley. Effective ten years following initial collection of revenue, the Major Street Projects allocation shall be reduced to no more 17% but to not less than 12% upon approval by the Authority Board of Directors, and the Express Bus/Bus Rapid Transit Service allocation shall be increased by a like amount. Amendments beyond those authorized in this section shall require a formal amendment as provided in the Measure "I" Ordinance.

Major Street Projects are defined as congestion relief and safety improvements to major streets that connect communities, serve major destinations, and provide freeway access. The Major Street Projects portion of the San Bernardino Valley program shall be expended pursuant to a five-year project list to be annually adopted by the Authority after being made available for public review and comment. Funding priorities shall be given to improving roadway safety, relieving congestion, and street improvements at rail crossing.

**F. Local Street Projects.** 20% of revenue collected in the Valley Subarea shall be distributed among local jurisdictions in the Valley Subarea for Local Street Projects. Allocations to local jurisdictions shall be on a per capita basis using the most recent State Department of Finance population estimates for January 1, with the County's portion based upon unincorporated population in the Valley Subarea. Estimates of unincorporated population within the Valley Subarea shall be determined by the County Planning Department, reconciled with the State Department of Finance population estimate for January 1 of each year.

Local Street Projects are defined as local street and road construction, repair, maintenance and other eligible local transportation priorities. Local Street Project funds can be used flexibly for any eligible transportation purpose determined to be a local priority, including local streets, major highways, state highway improvements, transit, and other improvements/programs to maximize use of transportation facilities. Expenditure of Local Street Project funds shall be based upon a Five Year Plan adopted annually by the governing body of each jurisdiction after being made available for public review and comment. Local Street Project funds shall be disbursed to local

jurisdictions upon receipt of the annually adopted Five Year Plan. The local adopted Five Year Plan shall be consistent with local, regional, and state transportation plans.

**G. Metrolink/Rail Service.** 8% of revenue collected in the Valley Subarea shall fund Metrolink/Rail Service. Eligible expenditures of Metrolink/Rail Service funds include purchase of additional commuter rail passenger cars and locomotives for use on Metrolink lines serving San Bernardino County; construction of additional track capacity necessary to operate more passenger trains on Metrolink lines serving San Bernardino County; construction of additional parking spaces at Metrolink stations in San Bernardino County; and provision of funds to match State and Federal funds used to maintain the railroad track, signal systems, and road crossings for passenger rail service in San Bernardino County, construction and operation of a new passenger rail service between the cities of San Bernardino and Redlands, and construction and operation of an extension of the Gold Line to Montclair Transit Center for San Bernardino County passengers traveling to San Gabriel Valley cities, Pasadena, and Los Angeles. Projects to be funded by Metrolink/Rail Service funds are listed in Schedule D5.

**H. Senior and Disabled Transit Service.** 8% of revenue collected in the Valley Subarea shall fund Senior and Disabled Transit Service. 6% of revenue collected in the Valley Subarea in this category shall be expended to reduce fares and enhance service for senior citizens and persons with disabilities. Eligible expenditures in the Senior and Disabled Transit Service category shall include: (1) The provision of funding to off-set a portion of future senior and disabled fare increases that would apply to fixed route, Community Link and complementary paratransit services. (2) The provision of local funds to help off-set operating and capital costs associated with special transit services provided by transit operators, cities and non-profit agencies for seniors and persons with disabilities. (3) At least 2% of the revenue collected in the Valley Subarea in this category will be directed to the creation of a Consolidated Transit Service Agency which will be responsible for the coordination of transit services provided to seniors and persons with disabilities.

**I. Express Bus/Bus Rapid Transit Service.** 2% Over the thirty-year life of Measure "I," the Express Bus/Bus Rapid Transit Service category will accrue approximately 4% of revenue collected in the Valley. Upon initial collection of revenue, the Express Bus/Bus Rapid Transit Service category will receive 2% of revenue collected in the Valley. Effective ten years following initial collection of revenue, the Express Bus/Bus Rapid Transit Service category shall be increased to at least 5%, but no more than 10% upon approval by the Authority Board of Directors. The Major Street Projects category shall be reduced by a like amount. Amendments beyond those authorized in this section shall require a formal amendment as provided by the Measure "I" Ordinance.

Funds in this category shall be expended for the development, implementation and operation of express bus and bus rapid transit service, to be jointly developed by the Authority and transit service agencies serving the Valley Subarea. Eligible projects to be funded by Express Bus/Bus Rapid Transit Service funds shall include contributions to operating and capital costs associated with implementing high-speed, express-type bus service in high-density travel corridors.

**J. Traffic Management Systems.** 2% of revenue collected in the Valley Subarea shall fund traffic management systems. Eligible projects under this category shall include signal synchronization, systems to improve traffic flow, commuter assistance programs, freeway service patrol, and projects which contribute to environmental enhancement associated with transportation facilities.

**Mountain/Desert Expenditure Plan.** In that area described as the Mountain/Desert Area, the following Expenditure Plan requirements shall apply. Schedules E, F, G, H, I illustrate estimated revenue and projects to be constructed in each Mountain/Desert subarea.

**A. State and Federal Transportation Funds.** A proportional share of projected state and federal transportation funds shall be reserved for use solely within the Mountain/Desert subareas.

**B. Revenue Estimates.** Tax revenues generated by Ordinance No. 04-01 for the Mountain/Desert region over a thirty year period are estimated to be **\$1,250 million**. Approximately **\$165 million** in state and federal funds and approximately **\$369 million** in contributions from new development are projected for the area over this period, for an estimated total Mountain-Desert area revenue of **\$1,784 million** for transportation improvements. Revenue estimates are not binding or controlling.

**C. Local Street Projects.** 70% of revenue collected within each subarea shall be apportioned for Local Street Projects within each subarea. 2% of revenue collected within each subarea shall be reserved in a special account to be expended on Project Development and Traffic Management Systems. Eligible Project Development and Traffic Management Systems projects may include, at the discretion of local subarea representatives, costs associated with corridor studies and project study reports, projects to improve traffic flow and maximize use of transportation facilities, congestion management, commuter assistance programs, and projects which contribute to environmental enhancement associated with highway facilities. Expenditure of Project Development and Traffic Management Systems funds shall be approved by the Authority Board of Directors, based upon a recommendation of subarea representatives and the Mountain/Desert Committee. If, after five years of revenue collection and every five years thereafter, the local representatives and the Mountain/Desert Committee make a finding that Project Development and Traffic Management Systems funds are not required for improvements of benefit to the subarea, then revenue in the Project Management and Traffic Management Systems category may be returned to the general Local Street Projects category. Such return shall be allocated and expended based upon the formula and requirements established in the general Local Street Projects category.

After reservation of 2% collected in each subarea for Project Development and Traffic Management Systems, the remaining amount of funds in the general Local Street Projects category shall be allocated to local jurisdictions based upon population (50 percent) and tax generation (50 percent). Population calculations shall be based upon the most current State Department of Finance estimates for January 1 of each year. Estimates of unincorporated population within each subarea shall be determined by the County Planning Department, reconciled with the State Department of Finance population estimate. Tax generation calculations shall be based upon State Board of Equalization data. Schedules E, F, G, H, I reflect the estimate of revenue available for Local Street Projects in each Mountain/Desert subarea.

Projects in the general Local Street Projects category are defined as local street and road construction, repair, maintenance and other eligible local transportation priorities. Local Transportation Project funds may be used flexibly for any eligible transportation purpose determined to be a local priority, including local roads, major streets, state highway improvements, transit, including but not limited to, fare subsidies and service enhancements for seniors and persons with disabilities, and other improvements/programs to maximize use of transportation facilities. Expenditure of Local Transportation Project Funds shall be based upon the Five Year Plan adopted annually by resolution of the governing body of each jurisdiction after being made available for public review and comment. Local Street Project funds shall be disbursed to local jurisdictions upon receipt of the annually adopted Five Year Plan. The locally adopted Five Year Plans shall be consistent with other local, regional, and state transportation plans.

**D. Major Local Highway Projects.** 25% of revenue collected within each subarea shall be reserved in a special account to be expended on Major Local Highway Projects of benefit to the subarea. Major Local Highway Projects are defined as major streets and highways serving as primary routes of travel within the subarea, which may include State highways and freeways, where appropriate. Major Local Highway Projects funds can be utilized to leverage other state and federal funds for transportation projects and to perform advance planning/project reports. Expenditure of Major Local Highway Projects funds shall be approved by the Authority Board of Directors, based upon a recommendation of subarea representatives and the Mountain/Desert Committee. If, after five years of revenue collection and every five years thereafter, the local representatives and the Mountain/Desert Committee make a finding that Major Local Highway Projects funds are not required for improvements of benefit to the subarea, then revenue in the Major Local Highway Projects category may be returned to jurisdictions within the subarea. Such return shall be allocated and expended based upon the formula and requirements established in the general Local Street Projects category.

**E. Senior and Disabled Transit Service.** 5% of revenue collected within each subarea shall be reserved in an account for Senior and Disabled Transit Service. Senior and Disabled Transit is defined as contributions to transit operators for fare subsidies for senior citizens and persons with disabilities or enhancements to transit service provided to seniors and persons with disabilities. In the Victor Valley subarea, the percentage for Senior and Disabled Transit Service shall increase by .5% in 2015 with additional increases of .5% every five years thereafter to a maximum of 7.5%. Such increases shall automatically occur unless each local jurisdiction within the subarea makes a finding that such increase is not required to address unmet transit needs of senior and disabled transit users. In the North Desert, Colorado River, Morongo Basin, and Mountain Subareas, local representatives may provide additional funding beyond 5% upon a finding that such increase is required to address unmet transit needs of senior and disabled transit services. All increases above the 5% initial revenue collected for Senior and Disabled Transit Service shall come from the general Local Street Projects category of the subarea.

Expenditure of Senior and Disabled Transit Service funds shall be approved by the Authority Board of Directors, based upon recommendation of subarea representatives and the Mountain/Desert Committee.

**F. Mountain/Desert Committee.** The Mountain-Desert Committee of the Authority shall remain in effect and provide oversight to implementation of the Mountain/Desert Expenditure Plan.



## Measure "I" Transportation Expenditure Plan Schedules

### SCHEDULE A

#### Countywide Measure "I" Revenue and Distribution

Estimated Countywide Measure "I" Distribution	Amount
<b>Cajon Pass Expenditure Plan</b> (3% of San Bernardino Valley Subarea and Victor Valley Subarea Revenues - See Schedule C)	<b>\$ 170 Million</b>
<b>Total San Bernardino Valley Subarea Expenditure Plan</b> (See Schedule D)	<b>\$ 4,520 Million</b>
<b>Total Mountain-Desert Expenditure Plan</b>	<b>\$ 1,250 Million</b>
Victor Valley Subarea (See Schedule E)	\$ 852 Million
North Desert Subarea (See Schedule F)	\$ 95 Million
Mountains Subarea (See Schedule G)	\$ 119 Million
Morongo Basin Subarea (See Schedule H)	\$ 125 Million
Colorado River Subarea (See Schedule I)	\$ 59 Million

### SCHEDULE B

#### Transportation Improvement Revenues

Total Countywide Transportation Revenues	Amount
Estimated Countywide Measure "I" Revenue	\$ 6,120 Million
(Less 1% Administration and 2% Board of Equalization Collection Charge)	<u>(\$ 180) Million</u>
Countywide Measure "I" Revenue Available for Transportation Projects (See Schedule A)	\$ 5,940 Million
Estimated State and Federal Revenues	\$ 1,570 Million
Estimated Contributions from New Development	<u>\$ 1,150 Million</u>
<b>Total Estimate Revenue Available for Transportation Projects</b>	<b>\$ 8,660 Million</b>

## SCHEDULE C

### Cajon Pass Expenditure Plan

<b>Project Description</b>	<b>Amount</b>
<i>I-15 Widening and Improvement through Cajon Pass</i>	<i>\$ 170 Million</i>
<i>Devore Interchange Widening and Improvements at I-15/I-215</i>	<i>\$ 40 Million</i>
<i>I-15 Dedicated Truck Lane Development</i>	<i><u>\$ 20 Million</u></i>
<i>Total Cajon Pass Projects Cost</i>	<i>\$ 230 Million</i>
<b>Cajon Pass Measure "I" Revenue</b>	<b>\$ 170 Million</b>
State and Federal Revenues	<u>\$ 60 Million</u>
Total Cajon Pass Projects Revenues	\$ 230 Million

## SCHEDULE D

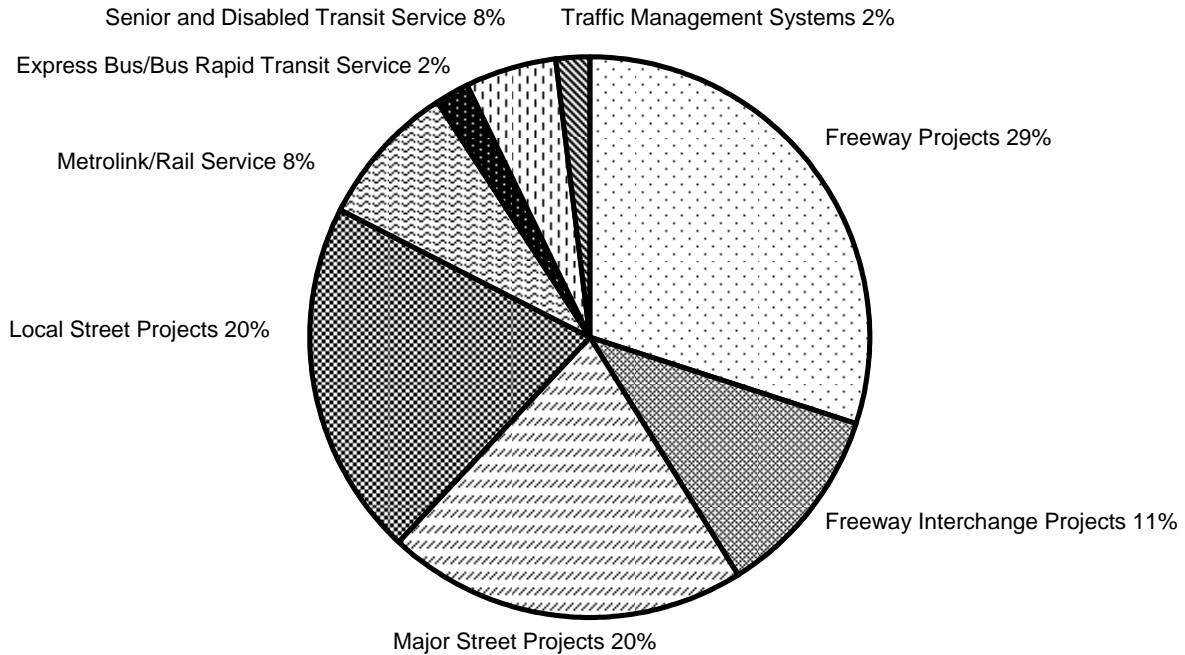
### San Bernardino Valley Subarea Expenditure Plan

<b>Project Category</b>	<b>Measure "I" Percentage</b>	<b>Amount</b>
Freeway Projects (See Schedule D1)	29%	\$ 1,280 Million
Freeway Interchange Projects (See Schedule D2)	11%	\$ 504 Million
Major Street Projects* (See Schedule D3)	20%	\$ 832 Million
Local Street Projects (See Schedule D4)	20%	\$ 904 Million
Metrolink/Rail Service (See Schedule D5)	8%	\$ 362 Million
Express Bus/Bus Rapid Transit Service* (See Schedule D6)	2%	\$ 181 Million
Senior and Disabled Transit Service	8%	\$ 360 Million
Traffic Management Systems	<u>2%</u>	<u>\$ 90 Million</u>
<b>Total San Bernardino Valley Subarea Measure "I" Revenue</b>	<b>100%</b>	<b>\$4,520 Million</b>

\* Percentage distribution adjusts to serve transportation needs. Amount shown is average over 30-year Measure.



**FIGURE D**  
**San Bernardino Valley Subarea Expenditure Plan**



**SCHEDULE D1**

**San Bernardino Valley Expenditure Plan Freeway Projects Detail**

<b>Freeway Projects</b>	<b>Amount</b>
<i>I-10 Widening from I-15 to Riverside County Line</i>	<i>\$ 310 Million</i>
<i>I-15 Widening from Riverside County Line to I-215</i>	<i>\$ 150 Million</i>
<i>I-215 Widening from Riverside County Line to I-10</i>	<i>\$ 96 Million</i>
<i>I-215 Widening from SR-30/210 to I-15</i>	<i>\$ 250 Million</i>
<i>SR-30/210 Widening from I-215 to I-10</i>	<i>\$ 120 Million</i>
<i>Carpool Lane Connectors</i>	<i>\$ 90 Million</i>
<i>Total Freeway Projects Cost</i>	<i>\$ 1,440 Million</i>
<b>Freeway Projects Measure "I" Revenue</b>	<b>\$ 1,280 Million</b>
State and Federal Revenues	\$ 160 Million
Total Freeway Projects Revenues	\$ 1,440 Million

## SCHEDULE D2

### San Bernardino Valley Expenditure Plan Freeway Interchange Projects Detail

Freeway Interchange Projects	Amount
<i>Improvements including but not limited to:</i>	
<i>I-10 Interchanges at Monte Vista, Fourth St, Vineyard, Cherry, Citrus, Cedar, Riverside, Mt. Vernon, Tippecanoe, Mountain View, California, Alabama, Wabash, Live Oak Canyon</i>	
<i>I-15 Interchanges at 6<sup>th</sup> St/Arrow, Baseline, Duncan Canyon, Sierra</i>	
<i>SR-60 Interchanges at Ramona, Central, Mountain, Grove, Vineyard</i>	
<i>I-215 Interchanges at University Parkway and Palm</i>	
<i>SR-30/210 Interchanges at Waterman, Del Rosa, Highland, 5<sup>th</sup> St, and Baseline</i>	
<b>Freeway Interchange Projects Measure "I" Revenue</b>	<b>\$ 504 Million</b>
State and Federal Revenues	\$ 25 Million
Contribution from New Development	<u>\$ 333 Million</u>
Total Interchange Projects Revenues	<u>\$ 862 Million</u>

## SCHEDULE D3

### San Bernardino Valley Expenditure Plan Major Street Projects Detail

Major Street Projects	Amount
<i>Improvements to major streets that connect communities, serve major destinations, and provide freeway access, such as but not limited to:</i>	
<i>Edison, Central, Mountain, Vineyard</i>	
<i>Foothill/Fifth, Baseline, Valley, Slover, and Jurupa</i>	
<i>Tippecanoe, Anderson, University, and Palm</i>	
<i>Lugonia, Barton and improvements to relieve traffic on Yucaipa Blvd</i>	
<i>Railroad Crossing Improvements, such as but not limited to Milliken and Hunts Ln,</i>	
<b>Major Street Projects Measure "I" Revenue</b>	<b>\$ 832 Million</b>
State and Federal Revenues	\$ 64 Million
Contribution from New Development	<u>\$ 444 Million</u>
Total Major Street Projects Revenues	<u>\$ 1,340 Million</u>

#### SCHEDULE D4

##### San Bernardino Valley Expenditure Plan Local Street Projects Detail

<b>Local Street Projects</b>	<b>Amount</b>
<i>Distribution to cities and County for street repairs and improvements</i>	
<b>Local Street Projects Measure "I" Revenue</b>	<b>\$ 904 Million</b>
State and Federal Revenues	<u>\$ 187 Million</u>
Total Local Street Projects Revenues	<u>\$ 1,090 Million</u>

#### SCHEDULE D5

##### San Bernardino Valley Expenditure Plan Metrolink/Rail Service Detail

<b>Metrolink/Rail Service</b>	<b>Amount</b>
<i>Metrolink</i>	<i>\$ 193 Million</i>
<i>Redlands Extension</i>	<i>\$ 56 Million</i>
<i>Gold Line Extension</i>	<i>\$ 38 Million</i>
<i>Reserve Extension Operations</i>	<i><u>\$ 75 Million</u></i>
<i>Total Metrolink/Rail Service Contributions</i>	<i>\$ 862 Million</i>
<b>Metrolink/Rail Service Measure "I" Revenue</b>	<b>\$ 362 Million</b>
State and Federal Revenues	<u>\$ 330 Million</u>
Total Metrolink/Rail Service Revenues	<u>\$ 862 Million</u>

#### SCHEDULE D6

##### San Bernardino Valley Expenditure Plan Express Bus/Bus Rapid Transit Service Detail

<b>Express Bus/Bus Rapid Transit Service</b>	<b>Amount</b>
<b>Express Bus/Bus Rapid Transit Service Measure "I" Revenue</b>	<b>\$ 181 Million</b>
State and Federal Revenues	<u>\$ 121 Million</u>
Total Express Bus/Bus Rapid Transit Service Revenues	<u>\$ 551 Million</u>

## SCHEDULE E

### Victor Valley Subarea Expenditure Plan

Project Category	Measure "I" Percentage	Amount
Local Street Projects	70%	\$ 596 Million
Major Local Highway Projects	25%	\$ 213 Million
Senior and Disabled Transit Service	5%	<u>\$ 43 Million</u>
<b>Total Victor Valley Subarea Measure "I" Revenue</b>	<b>100%</b>	<b>\$852 Million</b>
<hr/>		
<b>Victor Valley Expenditure Plan Detail</b>		
<hr/>		
<b>Local Street Projects</b>		
<i>Distribution to cities and County for street repair and improvements</i>		
<i>New construction to relieve Bear Valley Road, Ranchero Rd, new east/west roadways</i>		
<b>Local Street Projects Measure "I" Revenue</b>		<b>\$ 596 Million</b>
State and Federal Revenues		\$ 39 Million
Contribution from New Development, Major Streets		<u>\$ 281 Million</u>
Total Local Street Projects Revenues		\$ 916 Million
<hr/>		
<b>Major Local Highway Projects</b>		
<i>Contributions to Projects including but not limited to:</i>		
<i>New Interchanges at I-15 and Ranchero, Eucalyptus, LaMesa/Nisqualli</i>		
<i>High Desert Corridor</i>		
<i>I-15 Widening through Victor Valley</i>		
<i>SR-138 Widening and Improvements</i>		
<i>US-395 Widening and Improvements</i>		
<b>Major Local Highway Projects Measure "I" Revenue</b>		<b>\$ 213 Million</b>
State and Federal Revenues		\$ 112 Million
Contribution from New Development, Freeway Interchanges		<u>\$ 88 Million</u>
Total Major Local Highway Projects Revenues		\$ 413 Million
<hr/>		
<b>Senior and Disabled Transit Service</b>		<b>\$ 43 Million</b>

## SCHEDULE F

### North Desert Subarea Expenditure Plan

Project Category	Measure "I" Percentage	Amount
Local Street Projects	70%	\$ 66 Million
Major Local Highway Projects	25%	\$ 24 Million
Senior and Disabled Transit Service	5%	<u>\$ 5 Million</u>
<b>Total North Desert Subarea Measure "I" Revenue</b>	<b>100%</b>	<b>\$ 95 Million</b>
<hr/>		
<b>North Desert Expenditure Plan Detail</b>		
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<b>Local Street Projects</b>		
<i>Distribution to cities and County for street repair and improvements</i>		
<i>Improvements including but not limited to Lenwood Rd, Armory Rd,</i>		
<i>Rimrock Rd and Main St</i>		
<b>Local Street Projects Measure "I" Revenue</b>		<b>\$ 66 Million</b>
State and Federal Revenues		<u>\$ 2 Million</u>
Total Local Street Projects Revenues		\$ 68 Million
<hr/>		
<b>Major Local Highway Projects</b>		<b>\$ 24 Million</b>
<i>Contributions to Projects including but not limited to:</i>		
<i>SR-58 Widening and Improvements</i>		
<i>US-395 Widening and Improvements</i>		
<i>Lenwood Road and Vista Road Grade Separations in Barstow</i>		
<hr/>		
<b>Senior and Disabled Transit Service</b>		<b>\$ 5 Million</b>

## SCHEDULE G

### Mountains Subarea Expenditure Plan

Project Category	Measure "I" Percentage	Amount
Local Street Projects	70%	\$ 83 Million
Major Local Highway Projects	25%	\$ 30 Million
Senior and Disabled Transit Service	5%	<u>\$ 6 Million</u>
<b>Total Mountains Subarea Measure "I" Revenue</b>	<b>100%</b>	<b>\$119 Million</b>
<hr/>		
<b>Mountains Expenditure Plan Detail</b>		
<hr/>		
<b>Local Street Projects</b>		
<i>Distribution to cities and County for street repair and improvements</i>		
<b>Local Street Projects Measure "I" Revenue</b>		<b>\$ 83 Million</b>
State and Federal Revenues		<u>\$ 5 Million</u>
Total Local Street Projects Revenues		\$ 88 Million
<hr/>		
<b>Major Local Highway Projects</b>		<b>\$ 30 Million</b>
<i>Contributions to Projects including but not limited to:</i>		
SR-18 & SR-38 Safety and Traffic Flow Improvements		
SR-330 Safety and Traffic Flow Improvements		
SR-138 Safety and Intersection Improvements		
SR-18 Safety and Intersection Improvements		
Realignment and Rehabilitation of Daley Canyon Road and Kuffel Canyon Road		
<hr/>		
<b>Senior and Disabled Transit Service (5%)</b>		<b>\$ 6 Million</b>

## SCHEDULE H

### Morongo Basin Subarea Expenditure Plan

Project Category	Measure "I" Percentage	Amount
Local Street Projects	70%	\$ 88 Million
Major Local Highway Projects	25%	\$ 31 Million
Senior and Disabled Transit Service	5%	<u>\$ 6 Million</u>
<b>Total Morongo Basin Subarea Measure "I" Revenue</b>	<b>100%</b>	<b>\$ 125 Million</b>
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<b>Morongo Basin Expenditure Plan Detail</b>		
<hr/>		
<b>Local Street Projects</b>		
<i>Distribution to cities and County for street repair and improvements</i>		
<b>Local Street Projects Measure "I" Revenue</b>		<b>\$ 88 Million</b>
State and Federal Revenues		<u>\$ 5 Million</u>
Total Local Street Projects Revenues		\$ 92 Million
<hr/>		
<b>Major Local Highway Projects</b>		<b>\$ 31 Million</b>
<i>Contributions to Projects including but not limited to:</i>		
<i>SR-62 &amp; SR-247 Widening and Safety Improvements</i>		
<i>SR-62 Widening and Safety Improvements between the Morongo Basin and the Coachella Valley</i>		
<hr/>		
<b>Senior and Disabled Transit Service</b>		<b>\$ 6 Million</b>

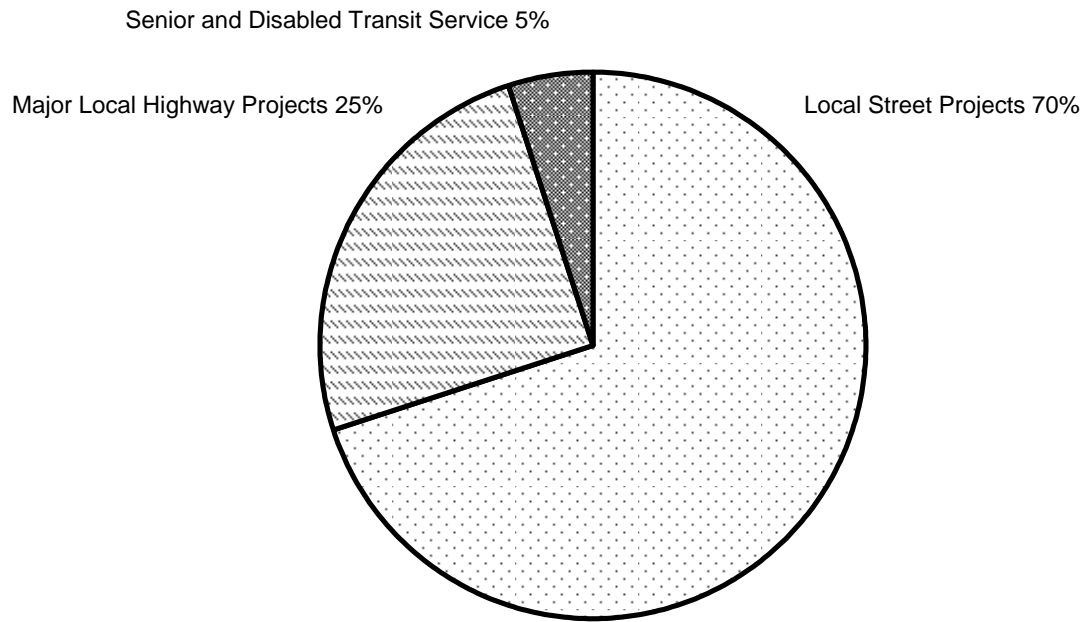
## SCHEDULE I

### Colorado River Subarea Expenditure Plan

Project Category	Measure "I" Percentage	Amount
Local Street Projects	70%	\$ 41 Million
Major Local Highway Projects	25%	\$ 15 Million
Senior and Disabled Transit Service	5%	<u>\$ 3 Million</u>
<b>Total Colorado River Subarea Measure "I" Revenue</b>	<b>100%</b>	<b>\$ 59 Million</b>
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<b>Colorado River Expenditure Plan Detail</b>		
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<b>Local Street Projects</b>		
<i>Distribution to cities and County for street repair and improvements</i>		
<b>Local Street Projects Measure "I" Revenue</b>		<b>\$ 41 Million</b>
State and Federal Revenues		<u>\$ 2 Million</u>
Total Local Street Projects Revenues		\$ 43 Million
<hr/>		
<b>Major Local Highway Projects</b>		<b>\$ 15 Million</b>
<i>Contributions to Projects including but not limited to:</i>		
<i>Needles Highway Widening and Realignment from I-40 to the Nevada State Line</i>		
<i>Reconstruction of J Street and the Construction of a New Bridge in Needles from I-40 to Arizona Highway 95</i>		
<hr/>		
<b>Senior and Disabled Transit Service (5%)</b>		<b>\$ 3 Million</b>



**FIGURE J**  
**Mountain/Desert Expenditure Plan**



## **DRAFT**

### **Exhibit B** **Independent Taxpayer Oversight Committee (ITOC)**

**ITOC Goal and Function.** Voter approval of this Measure “I” shall result in creation of an Independent Taxpayer and Oversight Committee (ITOC) as follows:

The ITOC shall provide citizen review to insure that all Measure “I” funds are spent by the San Bernardino County Transportation Authority (hereby referred to as the Authority) in accordance with provisions of the Expenditure Plan and Ordinance No. 04-01.

**Audit Requirement.** A bi-annual fiscal and compliance audit shall be performed in accordance with generally accepted auditing standards and Government Auditing Standards issued by the Comptroller General of the United States. The audit shall review the basic financial statements of the San Bernardino County Transportation Authority as defined by the Governmental Accounting Standard Board and the financial and compliance audits of the member jurisdictions.

**Role of Financial and Compliance Audit and the ITOC.** The ITOC shall review the annual audits of the Authority; report findings based on the audits to the Authority; and recommend any additional audits for consideration which the ITOC believes may improve the financial operation and integrity of program implementation.

The Authority shall hold a publicly noticed meeting, which may or may not be included on the agenda of a regularly scheduled Board meeting, with the participation of the ITOC to consider the findings and recommendations of the audits.

**Membership and Selection Process.** The Authority shall have an open process to select three committee members possessing the following credentials:

- One member who is a professional in the field of municipal audit, finance and/or budgeting with a minimum of five years in a relevant and senior decision-making position in the public or private sector.
- One member who is a licensed civil engineer or trained transportation planner with at least five years of demonstrated experience in the fields of transportation and/or urban design in government and/or the private sector (No member shall be a recipient or sub-recipient of Measure “I” funding.)
- One member who is a current or retired manager of major public and/or privately financed development or construction projects, who by training and experience would understand the complexity, costs and implementation issues in building large scale transportation improvements.
- The Chair and the Executive Director of the Authority shall serve as ex-officio members of the ITOC.

**Terms and Conditions for Committees.** Committee members shall serve staggered four-year terms. In no case shall any voting committee member serve more than eight years on the ITOC.

- Committee members shall serve without compensation, except they shall be reimbursed for authorized travel and other expenses directly related to the work of the ITOC.
- Committee members cannot be a current local elected official in the county or a full time staff member of any city, the county government, local transit operator, or state transportation agency.
- Non-voting ex-officio committee members shall serve only as long as they remain incumbents in their respective positions and shall be automatically replaced by their successors in those positions.
- If and when vacancies on the ITOC occur on the part of voting committee members, either due to expiration of term, death or resignation the nominating body for that committee shall nominate an appropriate replacement within 90 days of the vacancy to fill the remainder of the term.

### **ITOC Operation Protocols.**

- Given the thirty-year duration of the tax extension, the ITOC shall be appointed 180 days after the effective date of the tax extension (April 1, 2010) and continue as long as Measure "I" revenues are collected.
- SANBAG Board of Directors and staff shall fully cooperate with and provide necessary support to insure the ITOC successfully carries out its duties and obligations.

**Conflict of Interest.** ITOC voting members shall have no legal action pending against SANBAG and are prohibited from acting in any commercial activity directly or indirectly involving SANBAG, such as being a consultant to SANBAG during their tenure on the ITOC. ITOC voting members shall not have direct commercial interest or employment with any public or private entity, which receives the transportation tax funds authorized by the voters in this Ordinance.

## DRAFT

### Exhibit C

## Measure "I" Local Transportation Improvement Program

To relieve transportation congestion, improve safety and air quality and match state and federal transportation grants, this Measure authorizes extension of the current San Bernardino County half-cent sales tax to:

- widen and improve Routes 10, 15, 60, 210, 215, 395; and improve existing on/off ramps on I-10 and I-15;
- improve local streets and roads;
- expand transit services for seniors and disabled persons'
- expand bus and Metrolink commuter rail service;
- conduct independent annual audits, reviewed by an Independent Taxpayer Oversight Committee, to ensure all voter mandates are met.

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CAC	Call Answering Center
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CSAC	California State Association of Counties
CTA	California Transit Association
CTAA	Community Transportation Association of America
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DMO	Data Management Office
DOT	Department of Transportation
E&H	Elderly and Handicapped
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	United States Environmental Protection Agency
ETC	Employee Transportation Coordinator
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICMA	International City/County Management Association
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds
MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin

MDAQMD	Mojave Desert Air Quality Management District
MIS	Major Investment Study
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
MTP	Metropolitan Transportation Plan
NAT	Needles Area Transit
OA	Obligation Authority
OCTA	Orange County Transportation Authority
OWP	Overall Work Program
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PPM	Planning, Programming and Monitoring Funds
PVEA	Petroleum Violation Escrow Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
ROD	Record of Decision
RTAC	Regional Transportation Agencies' Coalition
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SANBAG	San Bernardino Associated Governments
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SED	Socioeconomic Data
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
SRTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 <sup>st</sup> Century of 1997
TIA	Traffic Impact Analysis
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TOC	Traffic Operations Center
TOPRS	Transit Operator Performance Reporting System
TSM	Transportation Systems Management
USFWS	United States Fish and Wildlife Service
UZAs	Urbanized Areas
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments